

## Pilot Safety Award of Distinction

**M**ajor Max Marosko was the instructor pilot on a two-ship F-15C sortie during August 2002. While the student syllabus sortie was uneventful, he was unaware that his aircraft's nose gear steering cable had failed. As the nose gear contacted the runway on landing, the F-15C took an uncommanded vector of approximately 15 degrees to the right of centerline. Maj Marosko quickly assessed the situation and ran the required emergency checklist procedures, but they failed to have any effect. He determined that a go-around was impossible because the aircraft was heading toward the runway infield and parking ramp. After exhausting all possible means to keep the F-15 on the prepared surface, Maj Marosko shut down the engines, preventing any foreign object damage to them. Using

his knowledge of the local airfield, he successfully kept the aircraft on stable ground as it departed the runway. Maj Marosko elected not to eject, remained with the aircraft, and used exceptional aviation skills to safely stop the F-15 in the infield. No personnel were injured and the less than \$4,000 damage to the \$35 million F-15C was quickly repaired so the plane could be returned to flying. Maj Marosko's time-critical decision-making and airmanship avoided a potential Class A mishap while conserving vital Air Force resources.



Maj Max Marosko  
USAF Weapons School  
Nellis AFB, Nev.

## Aircrew Safety Award of Distinction

**O**n July 2, 2002, the crew of Zapper 21, an EC-130H, departed on a scheduled 4-hour night pilot proficiency sortie. The departure and cruise to Yuma Marine Corps Air Station, Ariz., were uneventful. Upon receiving clearance to descend, the copilot turned off the autopilot and reduced the power. Shortly after beginning the descent, the aircraft experienced several uncommanded nose down inputs followed by several uncommanded nose up inputs. These uncommanded inputs consisted of the yoke moving forward or aft about 2 inches and staying there for 2 seconds. While the copilot was able to override the uncommanded movements with about 40 pounds of pressure, they recurred about every 45 seconds. The pilot took control of the aircraft and proceeded to holding to perform a controllability check. As the pilot approached holding airspace, the symptoms intensified. The pressure needed to override the controls increased (80 to 100 pounds of pressure) and the interval between occurrences decreased to 15 seconds. The pilot decided to forgo the controllability check, declare an emergency, and land the aircraft immediately. While on final approach, the pitch inputs became so severe that the efforts of both pilots were

required to control the aircraft. During landing flare, the nose of the aircraft pitched up. Over 150 pounds of force was required to force the plane to land. The crew of Zapper 21 displayed excellent crew coordination, systems knowledge, and pilot judgment to recover a crippled EC-130H with a severe elevator control malfunction. They tackled a problem that is not outlined in any technical manual and safely wrestled an uncontrollable aircraft to the ground.



Shown left to right: Capt Ruben J. Rodriguez,  
Maj Christopher Bow,  
1Lt Daniel G. Hendrix  
41st Electronic Combat Squadron,  
355th Wing, Davis-Monthan AFB, Ariz.



## Ground Safety Award of Distinction

**A**s the squadron's Installation Security Superintendent, MSgt Brent Belcoff expertly manages over 200 Security Forces (SF) personnel in their protection of over 11,000 base personnel and residents. He has taken numerous steps to diminish the risk of injuries to SF personnel at the installation's four control points: identified the need of "neighborhood" speed-bumps on each inbound lane of three control points; procured 50 neon police labeled traffic control vests for all patrols and traffic control personnel; ensured operation of light-alls at main gate during hours of darkness and reduced visibility; with the assistance of the 355th Civil Engineering (CE) Self-Help section, constructed and installed two aqua misting systems at two gates, preventing heat stroke and dehydration; and purchased the first of four 355th Support Group-funded Way Cool fans for control points. After conducting 3 months of research through the 355th Medical Group Public Health section and the Arizona Cancer Center at the University of Arizona, MSgt Belcoff identified Tucson as being the world's leading city per-capita for skin cancer. As a result, he was hand-picked to develop and illustrate a \$1,200,000 "desert smart" environment package for 12th Air Force. It con-

sisted of three overhangs, to be installed over the inbound lanes at three gates, and required SF personnel to wear Desert Camouflage Uniforms (DCUs). To defer the initial \$120,000 uniform issue costs, he was able to obtain \$40,000 in uniforms. MSgt Belcoff also created "First Responder" patrol kits with cardiopulmonary resuscitation barriers and face shields to protect patrols deployed to incidents involving blood-borne pathogens. As the flightline supervisor during the 2002 Aerospace & Arizona Days, he provided support for over 275,000 visitors and SF personnel. During his supervision of a 16-person security detail, supporting a Summer Jamboree Styx Concert at the Fort Huachuca Army Post, he initiated and successfully performed Self Aid Buddy Care (SABC) procedures on a concert attendee that was having an allergic reaction to peanut oil. MSgt Belcoff is the epitome of a wing safety role model.



MSgt Brent P. Belcoff  
355th Security Forces  
Squadron, 355th Wing  
Davis-Monthan AFB, Ariz.

## Crew Chief Safety Award of Distinction

**O**n Aug. 2, 2002, while SSgt Case Armsey was performing a trim check on the number one engine of an A/OA-10 engine, a small bird was ingested. This resulted in a compressor stall causing a loud "bang," followed by an uncontrolled rise in Interstage Turbine Temperature (ITT) and the loss of core revolutions per minute. SSgt Armsey rapidly retarded the throttle to idle and subsequently shut the engine down. Following shutdown of the engine, the ITT increased drastically to over 500 degrees Celsius, well above the normal range. Without hesitation, SSgt Armsey immediately executed the emergency procedure, established an air source from the auxiliary power unit, and managed to cool the engine core to within normal limits. As he monitored the engine instruments for any anomalies, SSgt Armsey

observed the ITT once again sharply rising beyond the acceptable range. Alerting ground personnel of a potential engine fire, SSgt Armsey swiftly applied the post-shutdown overtemp procedures for a second time, eventually alleviating the threat of fire and stabilizing the engine. Following the incident, a borescope of the engine was accomplished and no damage was detected. SSgt Armsey's expert knowledge and prompt application of emergency procedures saved a critical Air Force asset worth \$500,000.



SSgt Case T. Armsey  
358th Fighter Squadron  
355th Wing  
Davis-Monthan AFB, Ariz.